(c) what are the reasons for losses by these airlines during the last two years and the steps being taken to make these airlines profitable?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) Yes, Sir.

(b) Details of profits/(losses) earned/suffered by Indian Airlines and Air India are as under:—

Year	Indian Airlines	Air India (Rs. in crores)
2000-2001	(159.17)	(44.40)
2001-2002	(264.75)	15.44

(c) The reasons for losses by Indian Airlines are mainly due to increase in Aviation Turbine Fuel (ATF), increase in insurance premium, increase in landing and navigational charges, levy of customs duty on import of aircraft on lease, enhanced security expenditure etc.

Air India has earned profit during the year 2001-2002.

Some of the steps taken by both Airlines are as under:—

Indian Airlines:—(i) Comprehensive budgetary control system; (ii) Cost benefit analysis; (iii) Introduction of "Flexi Fare Policy"; (iv) Fare increase; (v) Better fleet & other resource utilisation; (vi) Improvement in quality of products/consumer services; (vii) Marketing initiatives; and (viii) Cost Control and Economic measures.

Air India:— (i) Additional A310 aircraft capacity is being inducted through dry-lease; (ii) The short haul flights to Gulf are being replaced by A-310 aircraft instead of 747s; (iii) Sectors are being combined to increase the load factor thereby reducing costs and increasing revenues; (iv) Older AB4 aircraft have been withdrawn and replaced by A310 aircraft; and (v) Three old 747-200 aircraft which consume a lot of fuel are being withdrawn from operations.

Revenue sharing between AI and IA

1238. SHRI NANA DESHMUKH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that both Air India and Indian Airlines ply

some flights on common international routes and also offer seats under bilateral agreements to foreign airlines;

(b) whether it is also a fact that Air India earns Rs. 246 crore from commercial and royalty arrangements while Indian Airlines gets Rs. 10 crore only; and

(c) if so, what steps are being taken to grant Indian Airlines a larger share of earnings from bilateral agreements with foreign carriers?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) Yes, Sir.

(b) and (c) Since Air India enjoys the first right of refusal for international operations to/from India and the carriage of traffic by foreign airlines from their respective countries to beyond points impacts Air India more adversely than Indian Airlines, in most cases Air India has been designated to enter into commercial agreements with foreign airlines. However Indian Airlines has also been designated to conclude commercial agreements with airlines from Sri Lanka, CIS countries and Gulf Air Owner State.

DGCA'S instructions on cockpit doors

1239. PROF. M. SANKARALINGAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Director-General of Civil Aviation's instruction to airlines to change their cockpit doors by April, 2003, after the 9/11, has been implemented;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) what are the other instructions of the DGCA which are to be followed or implemented by the Ministry?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) DGCA has mandated replacing the existing cockpit doors with modified strengthened cockpit doors that can withstand impact and resist penetration by small arms fire and fragmentation devices. This is applicable to aeroplanes engaged in scheduled air transport services and to cargo operators where there is a